

FIG. 1

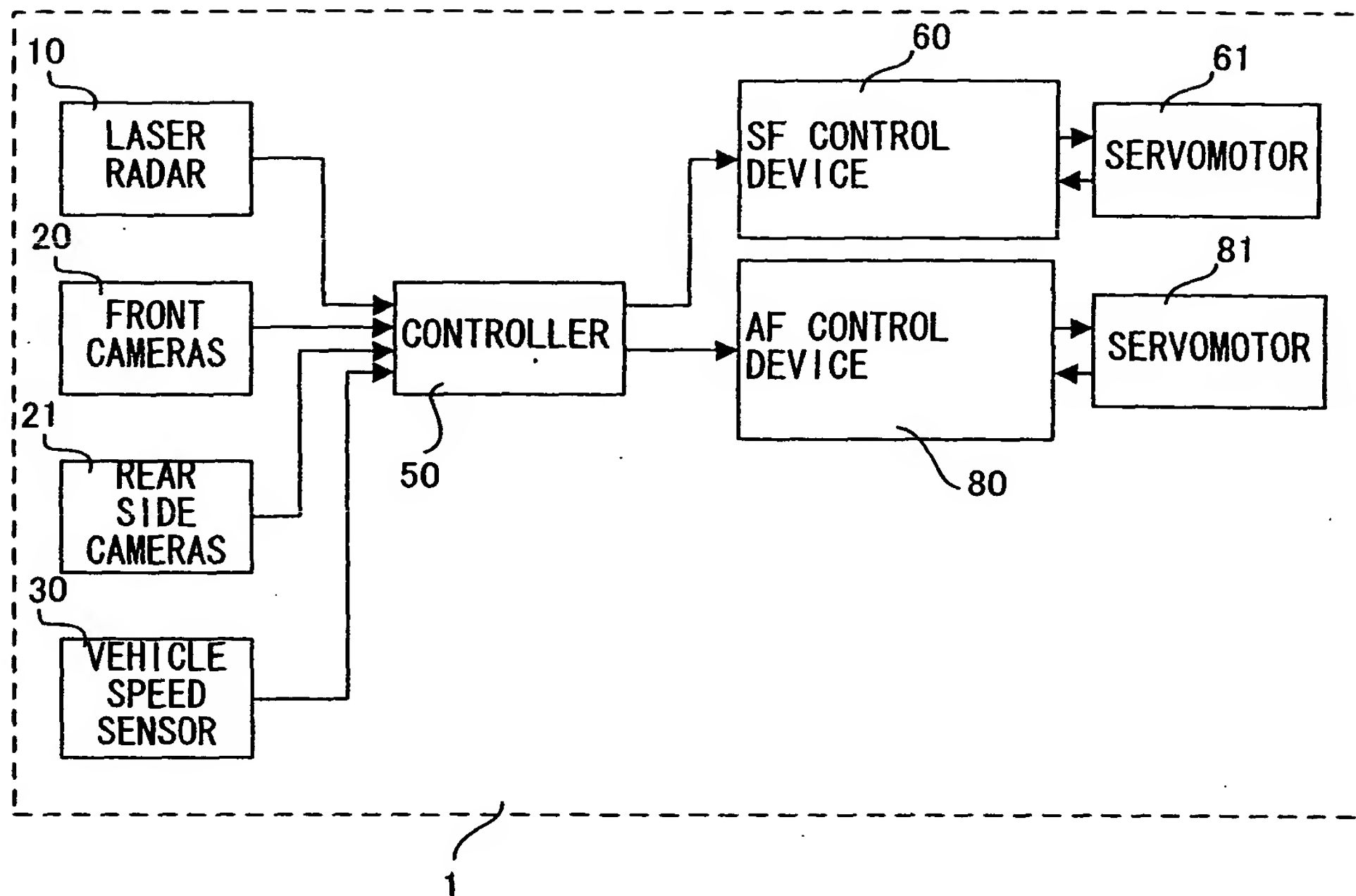


FIG. 2

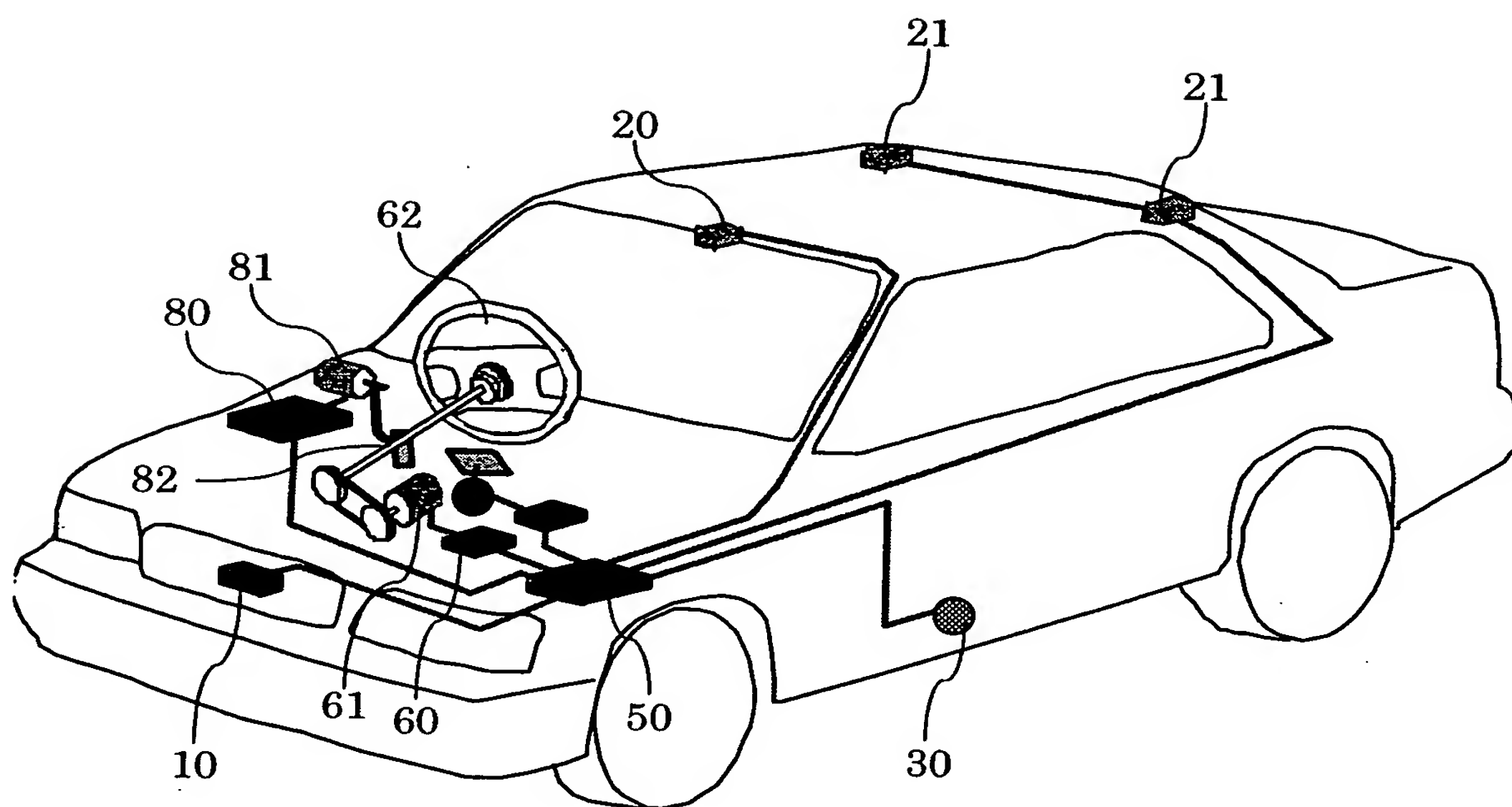


FIG. 3

INFORMATION CONVEYANCE MODE BEFORE AND AFTER STATUS TRANSITION			OUTPUT TIMING FOR INFORMATION CONVEYANCE UPON STATUS TRANSITION				DESIGN PRINCIPLE	
BEFORE	→	AFTER	LONGITUDINAL		LATERAL			
			SIMULTANEOUS	DELAYED	SIMULTANEOUS	DELAYED		
A NO INFORMATION	→	LONGITUDINAL	○				INFORMATION CORRESPONDING TO A SINGLE DIRECTION IS COMMUNICATED PROMPTLY	
B NO INFORMATION		LATERAL					INFORMATION CORRESPONDING TO A SINGLE DIRECTION IS COMMUNICATED PROMPTLY	
C LONGITUDINAL		NO INFORMATION	○				INFORMATION CORRESPONDING TO A SINGLE DIRECTION IS COMMUNICATED PROMPTLY	
D LATERAL		NO INFORMATION					INFORMATION CORRESPONDING TO A SINGLE DIRECTION IS COMMUNICATED PROMPTLY	
E NO INFORMATION		LONGITUDINAL + LATERAL	○			○	STEERING RESPONSE OPTIMIZED BY PROMPTING ACCELERATOR PEDAL OPERATION FIRST TO LOWER	
F LONGITUDINAL		LONGITUDINAL + LATERAL	○				STEERING RESPONSE OPTIMIZED BY PROMPTING ACCELERATOR PEDAL OPERATION FIRST TO LOWER	
G LATERAL		LONGITUDINAL + LATERAL	○				STEERING RESPONSE OPTIMIZED BY PROMPTING ACCELERATOR PEDAL OPERATION FIRST TO LOWER	
H LONGITUDINAL + LATERAL		NO INFORMATION			○			FREEDOM IN STEERING OPERATION IS FIRST INDICATED AND THEN ACCELERATOR PEDAL
I LONGITUDINAL + LATERAL		LONGITUDINAL			○			FREEDOM IN STEERING OPERATION IS FIRST INDICATED AND THEN ACCELERATOR PEDAL
J LONGITUDINAL + LATERAL		LATERAL			○			FREEDOM IN STEERING OPERATION IS FIRST INDICATED AND THEN ACCELERATOR PEDAL
K LONGITUDINAL		LATERAL			○			NEW RISK IS FIRST INDICATED
L LATERAL		LONGITUDINAL		○			○	NEW RISK IS FIRST INDICATED

FIG. 4

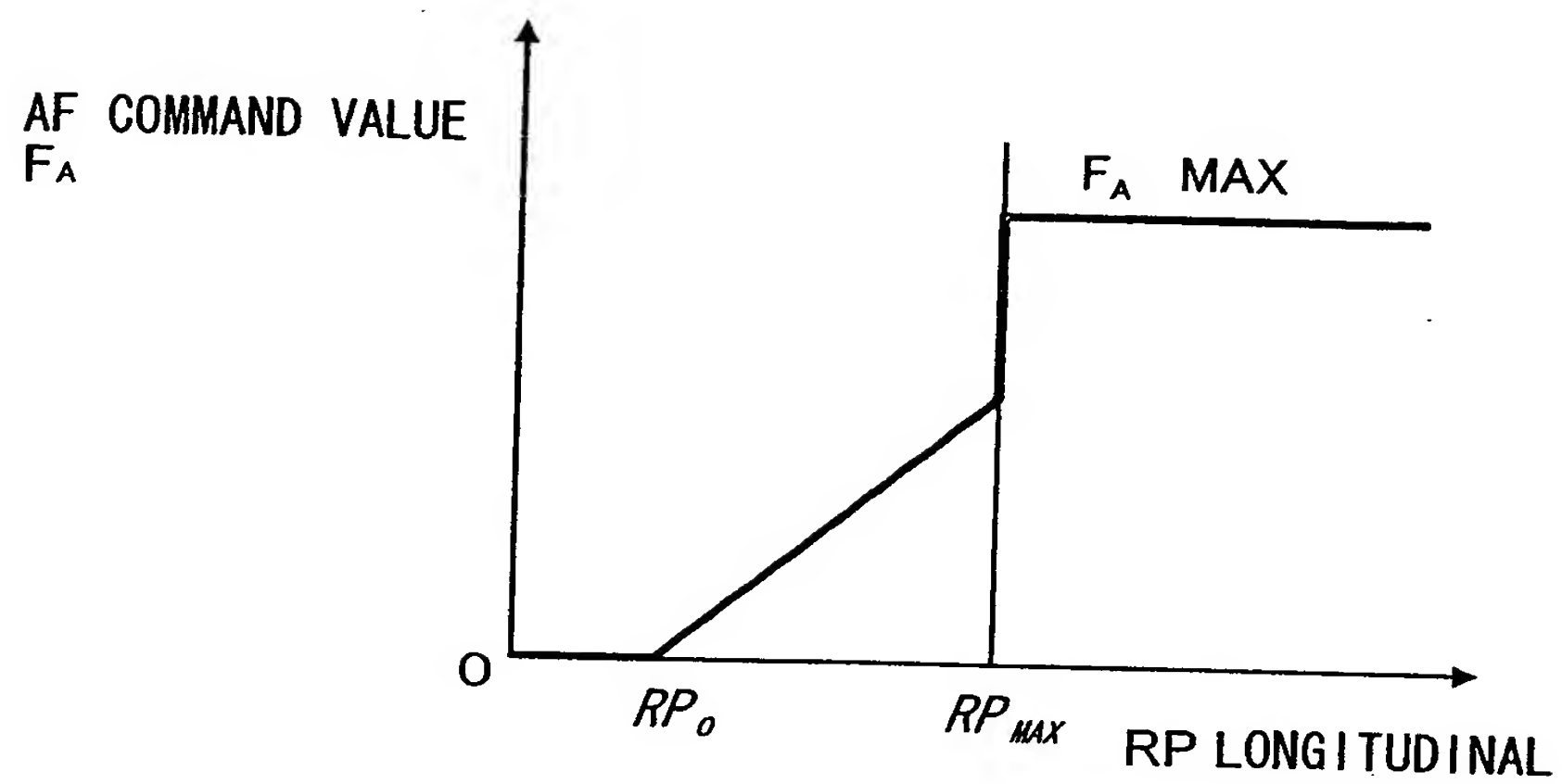
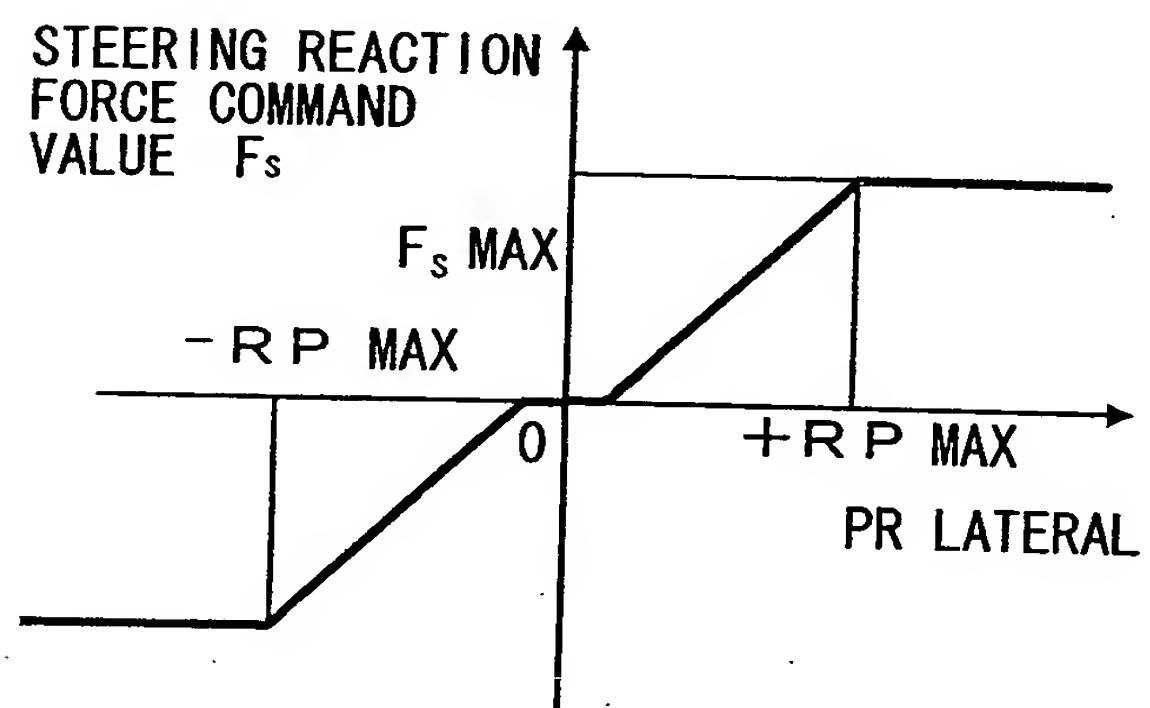


FIG. 5



TARGET OBSTACLE FOR LONGITUDINAL/LATERAL CONTROL  
(PARKED VEHICLE)

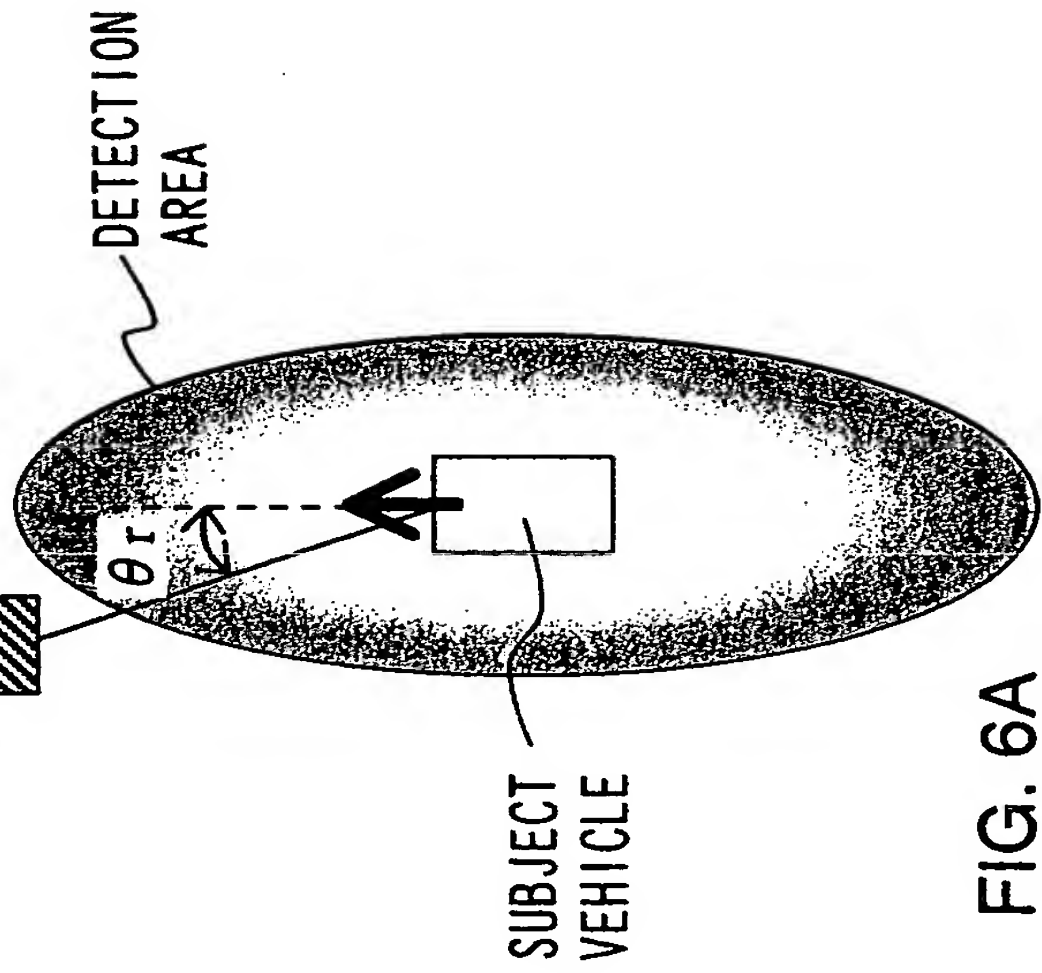


FIG. 6A

TARGET OBSTACLE FOR LONGITUDINAL/LATERAL CONTROL  
(GUARDRAIL)

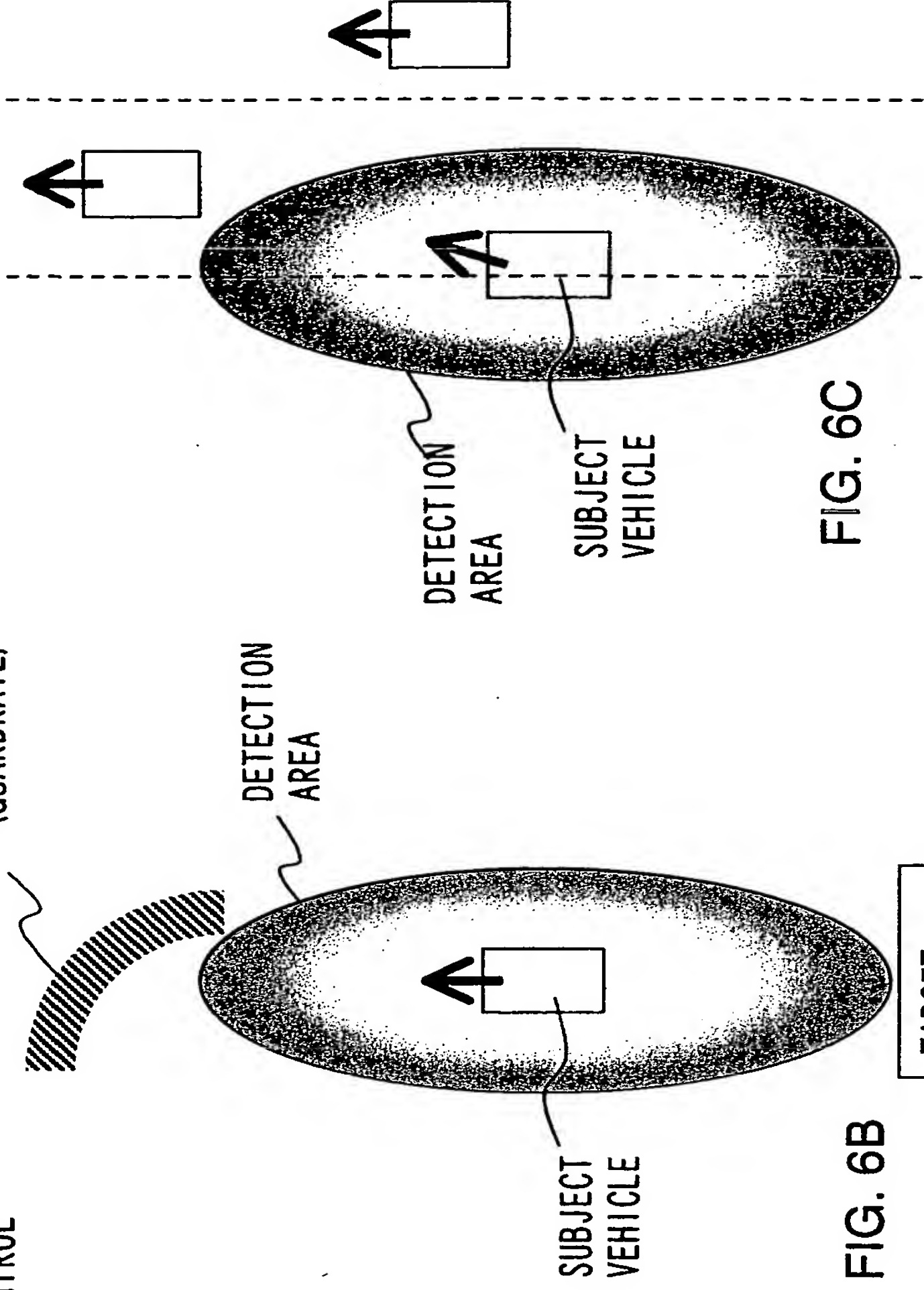


FIG. 6B

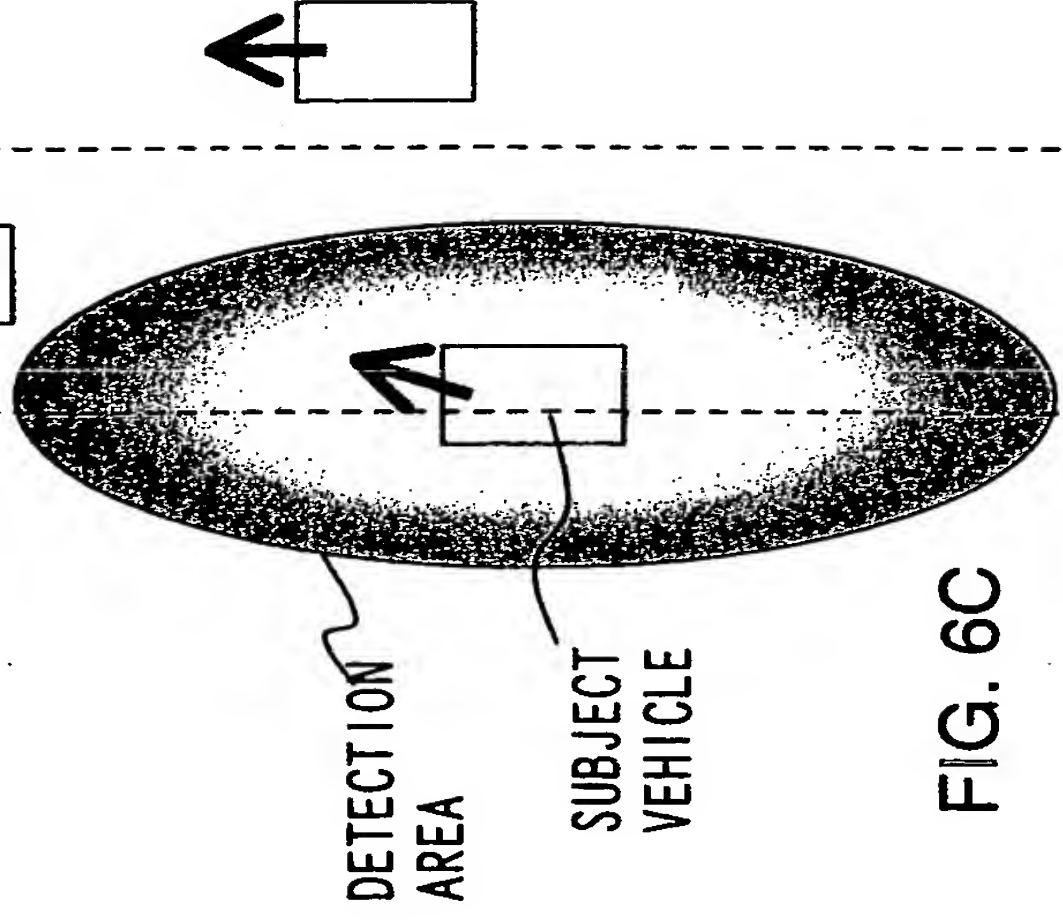


FIG. 6C

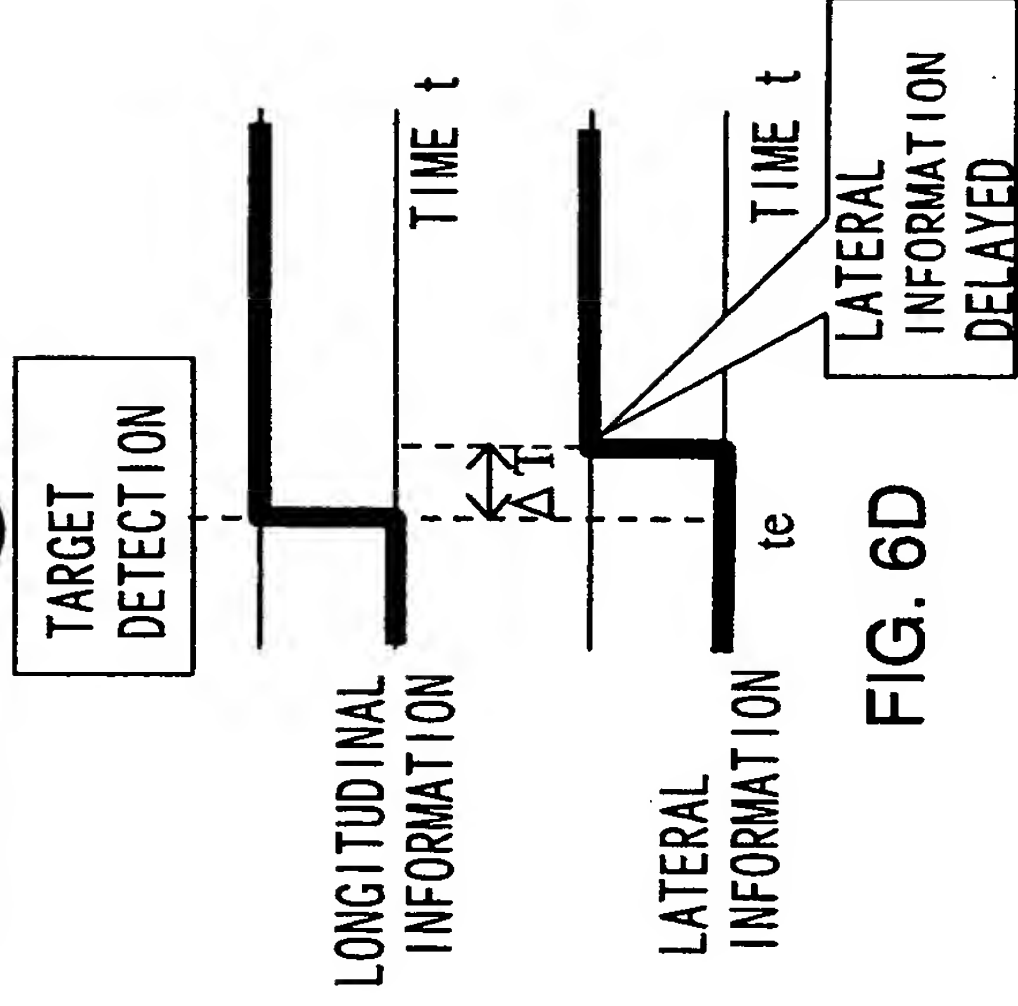


FIG. 6D

TARGET OBSTACLE FOR LONGITUDINAL/LATERAL CONTROL  
(GUARDRAIL)

TARGET OBSTACLE FOR LONGITUDINAL CONTROL

DETECTION  
AREA

SUBJECT  
VEHICLE

FIG. 7B

TARGET OBSTACLE FOR LONGITUDINAL/LATERAL CONTROL  
(PARKED VEHICLE)

TARGET OBSTACLE FOR LONGITUDINAL CONTROL

DETECTION  
AREA

SUBJECT  
VEHICLE

FIG. 7A

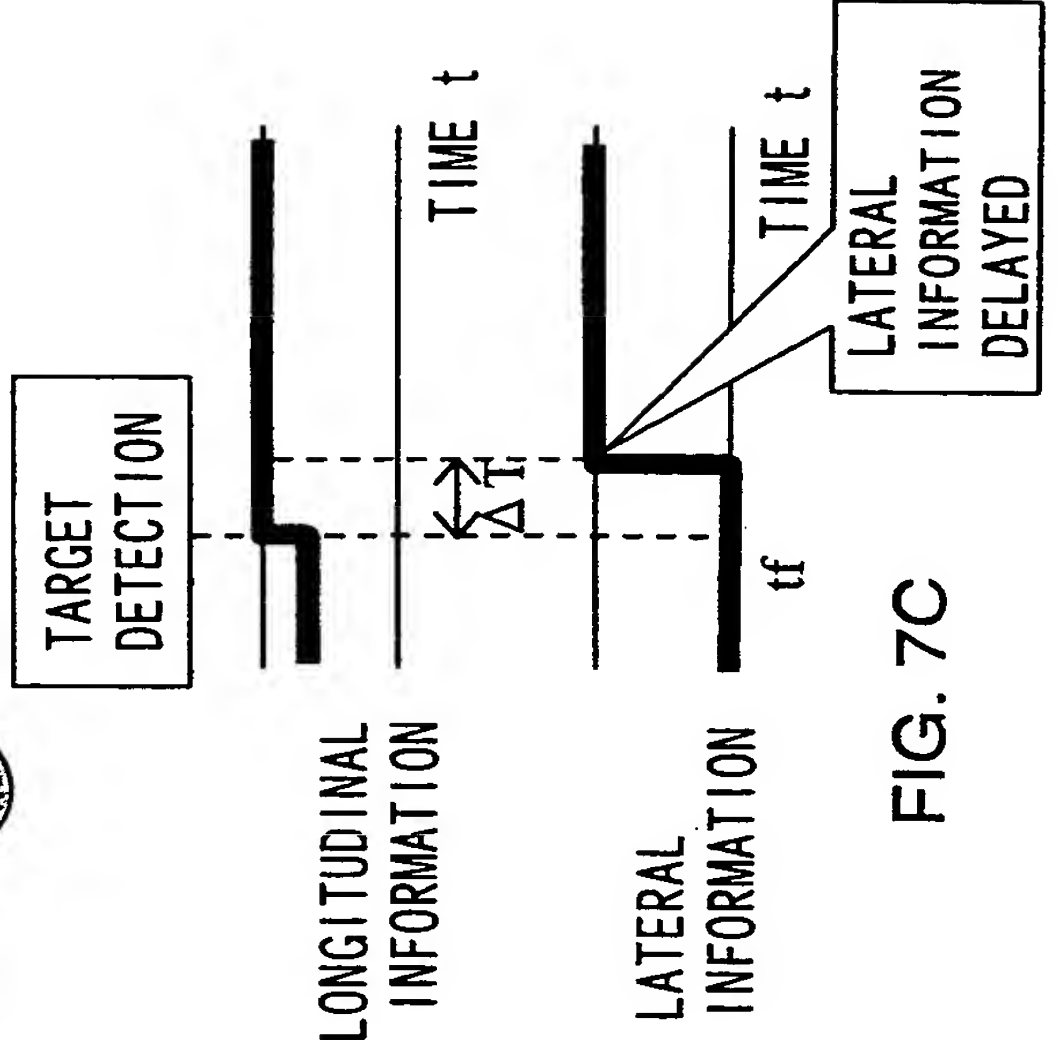


FIG. 7C

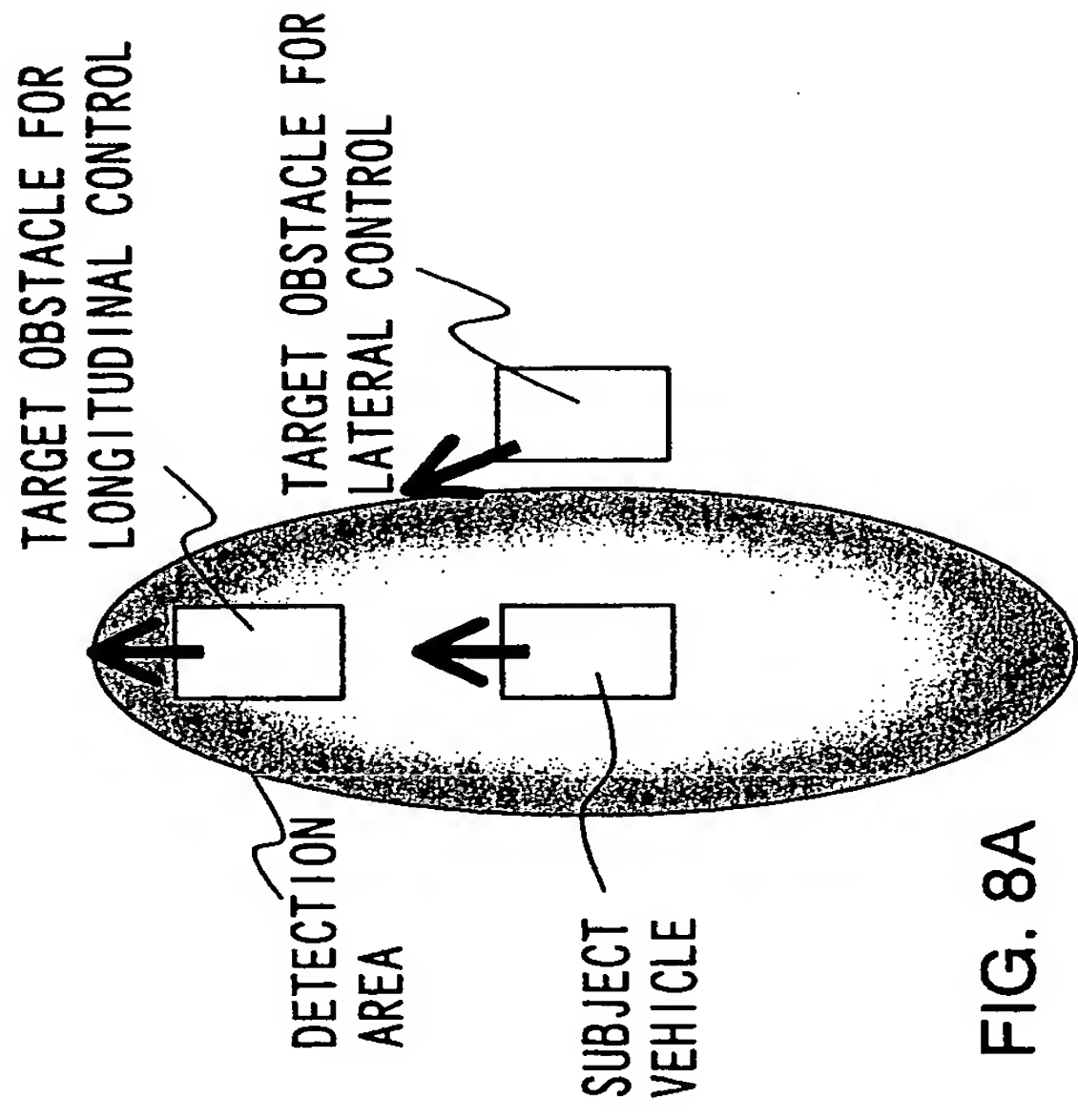


FIG. 8A

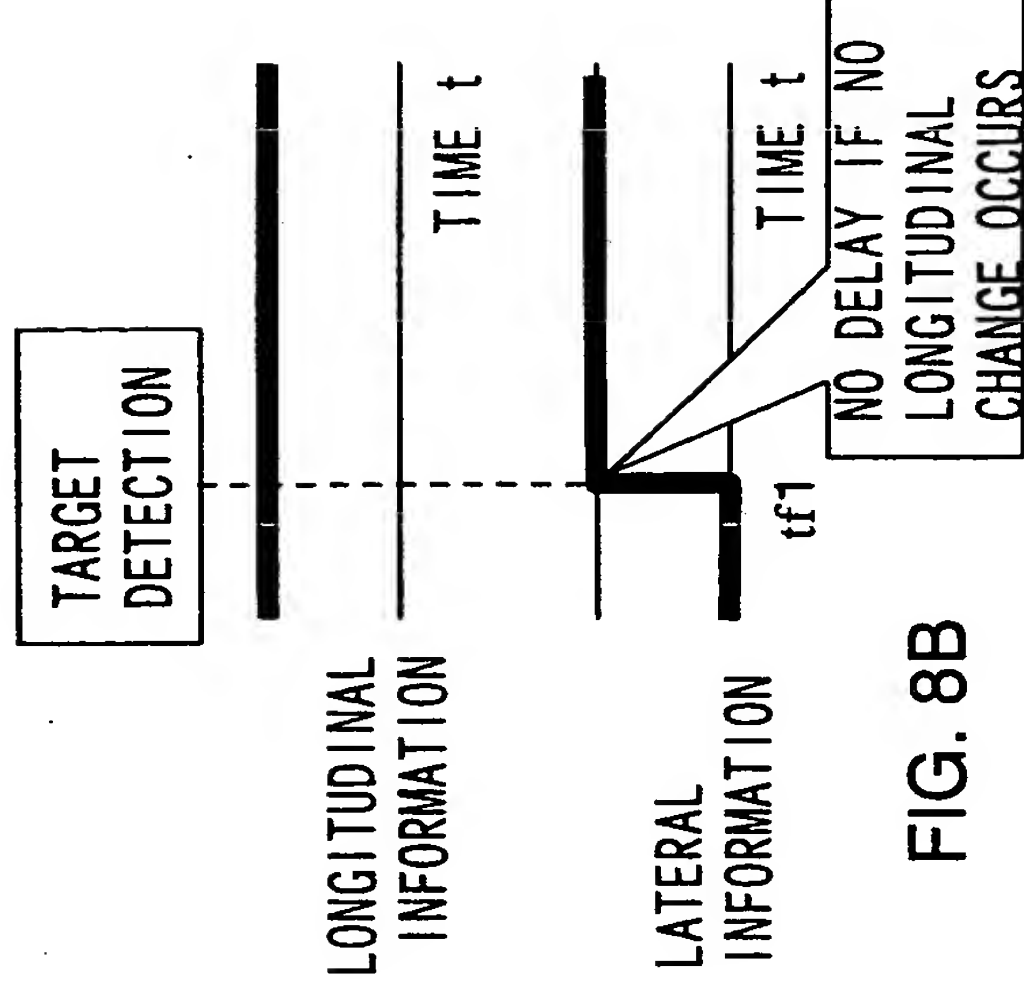
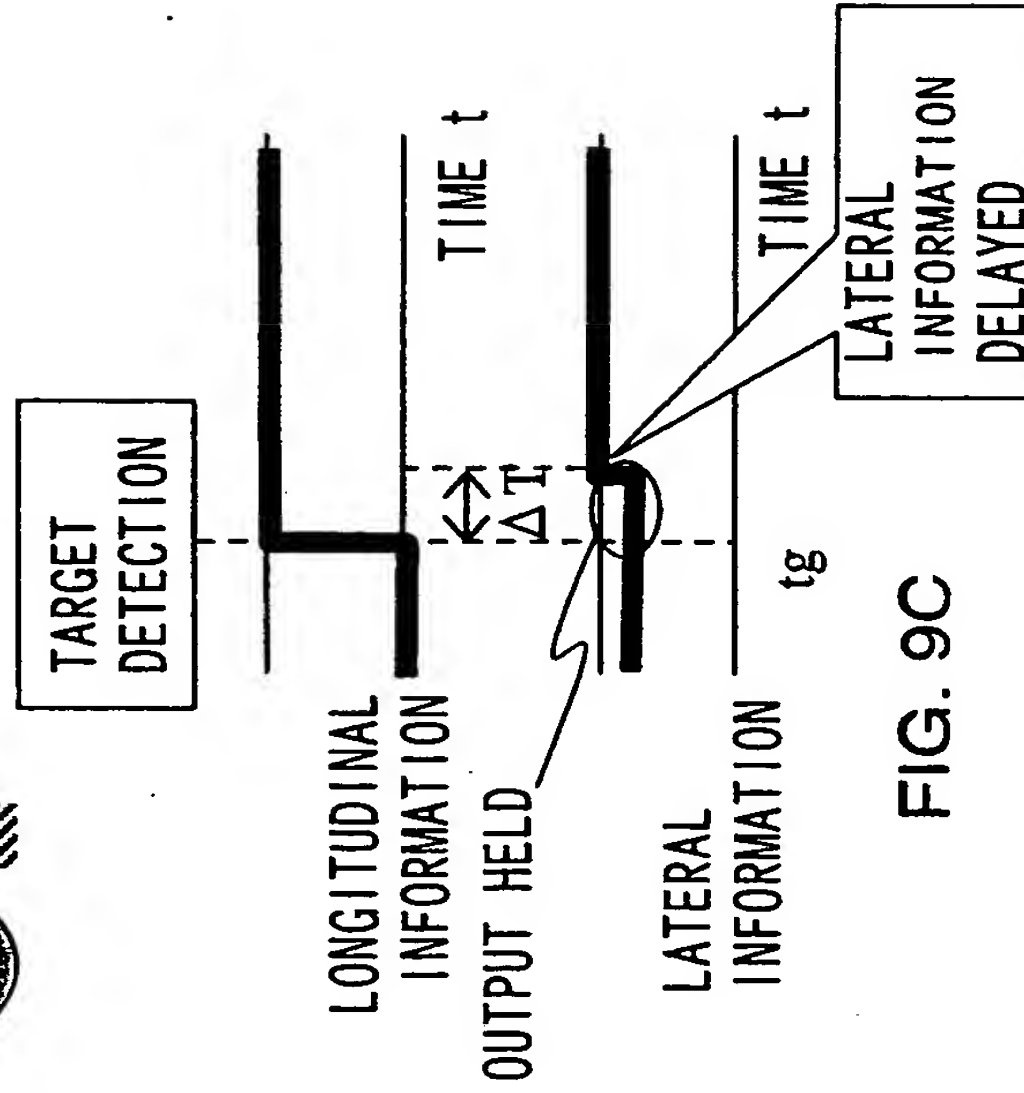
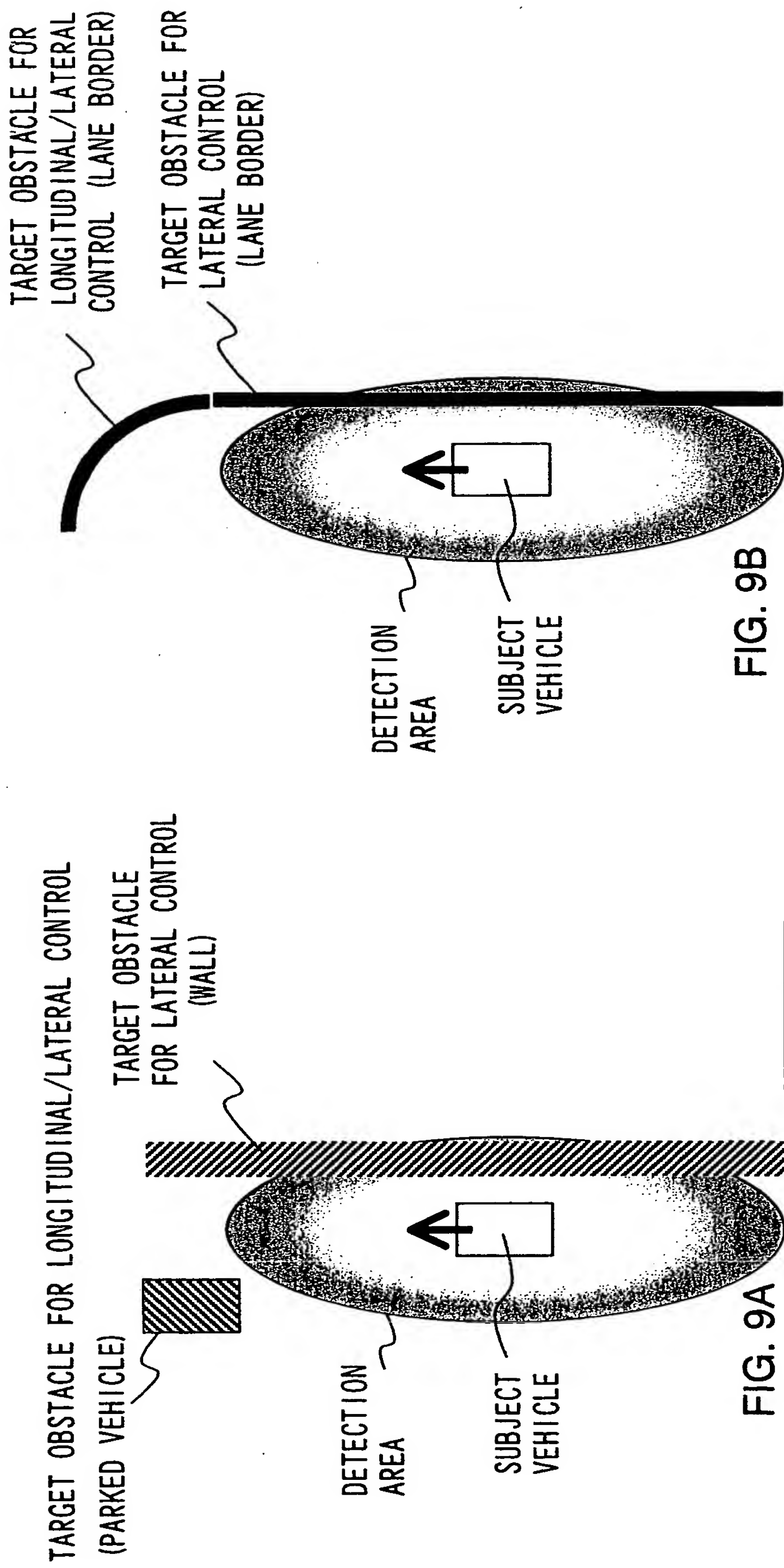


FIG. 8B





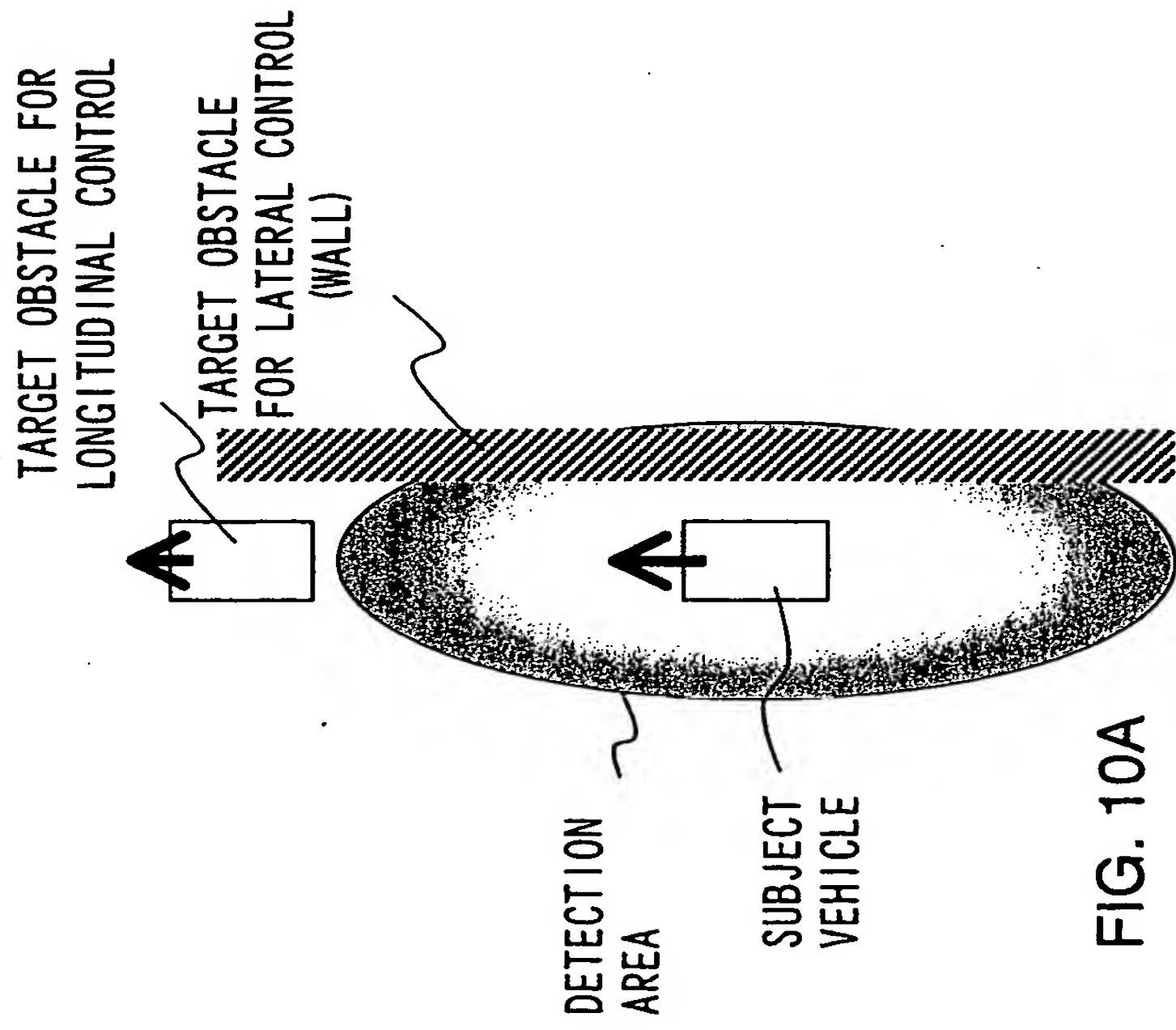


FIG. 10A

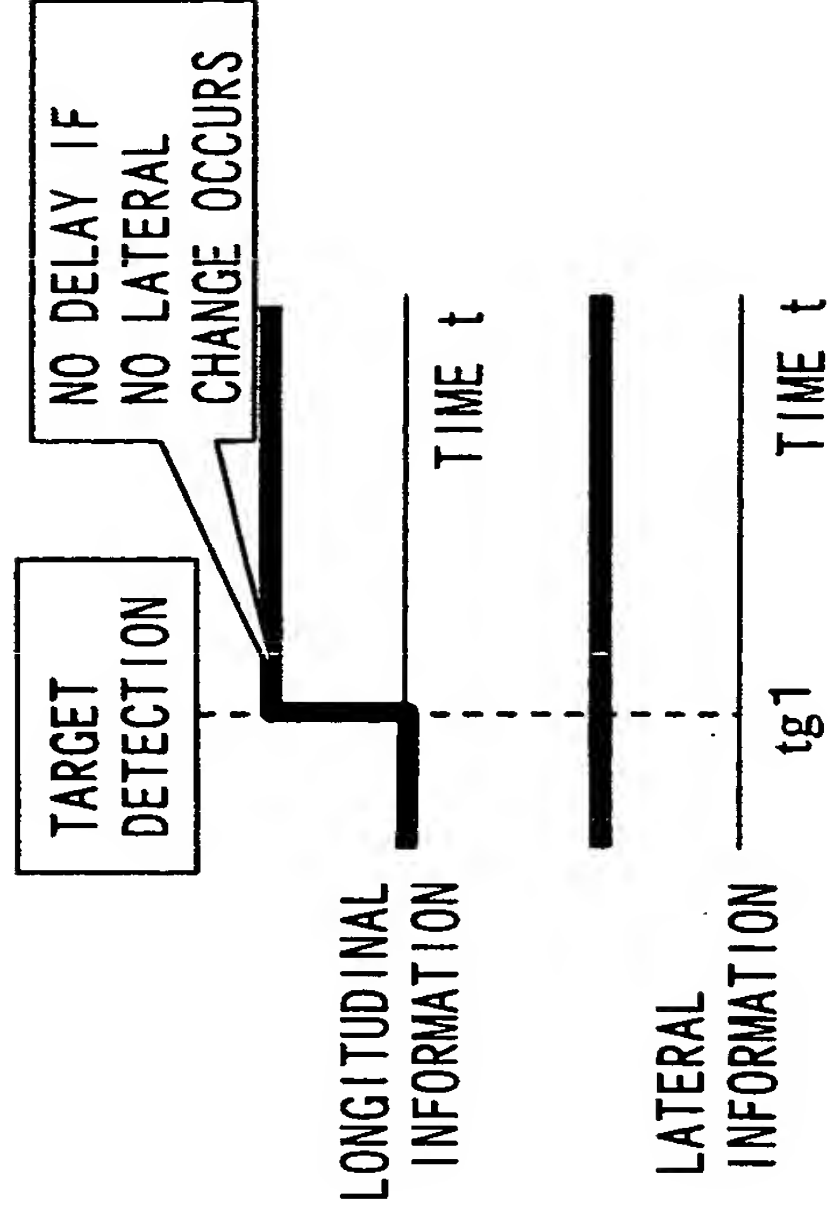


FIG. 10B

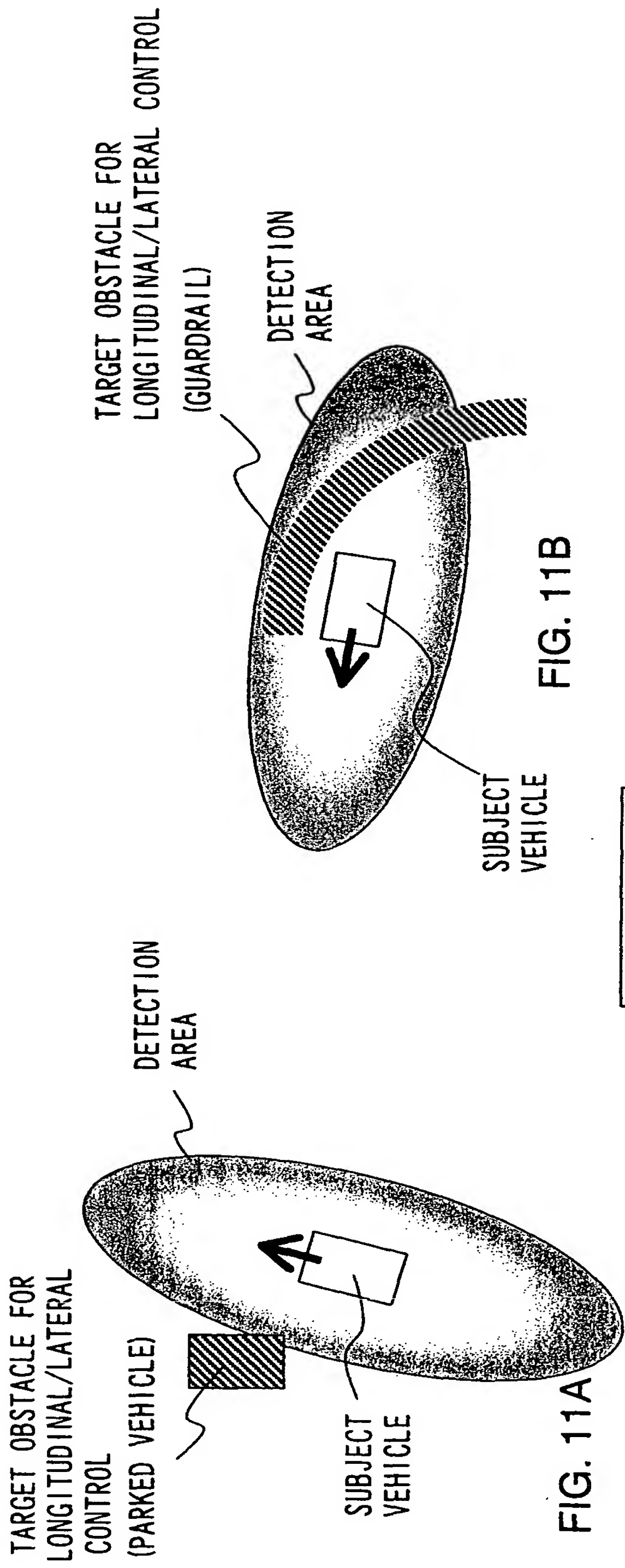


FIG. 11B

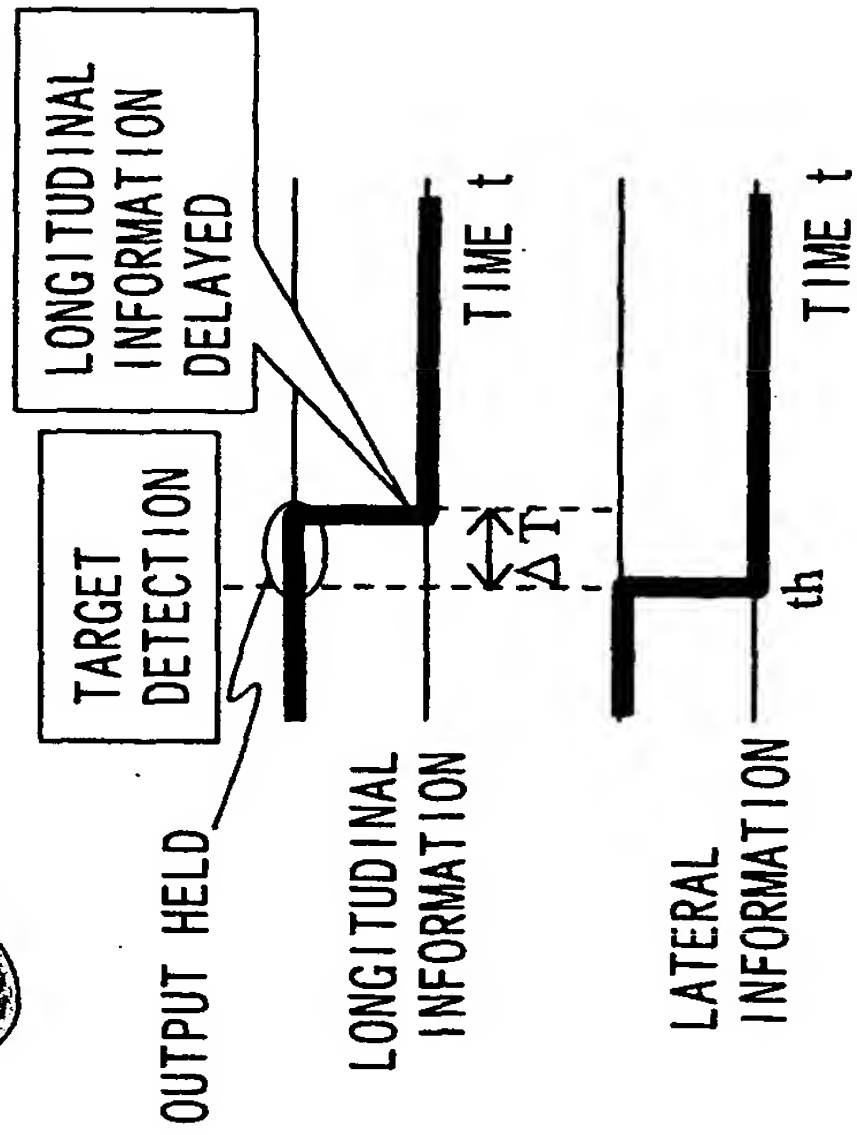


FIG. 11C

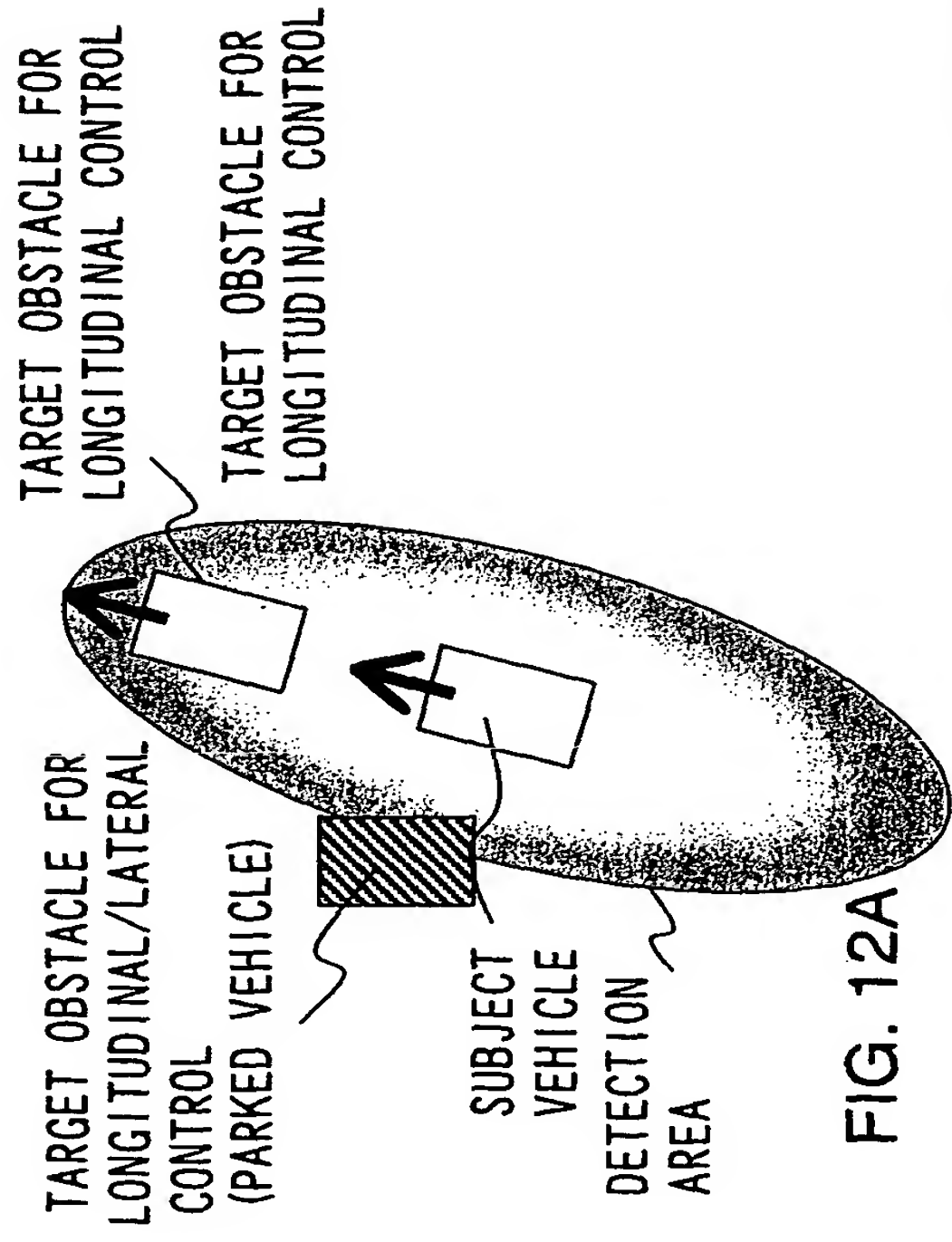


FIG. 12A

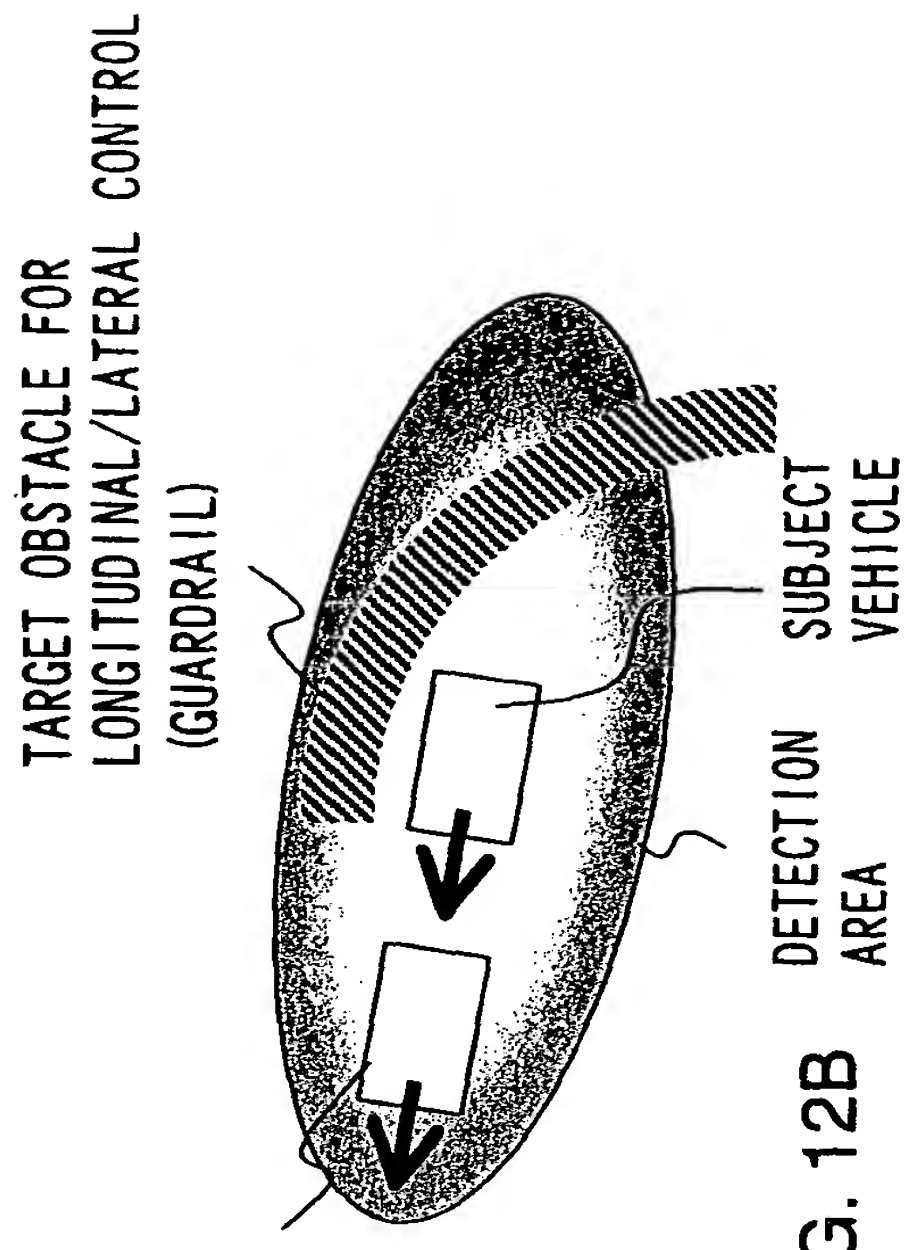


FIG. 12B

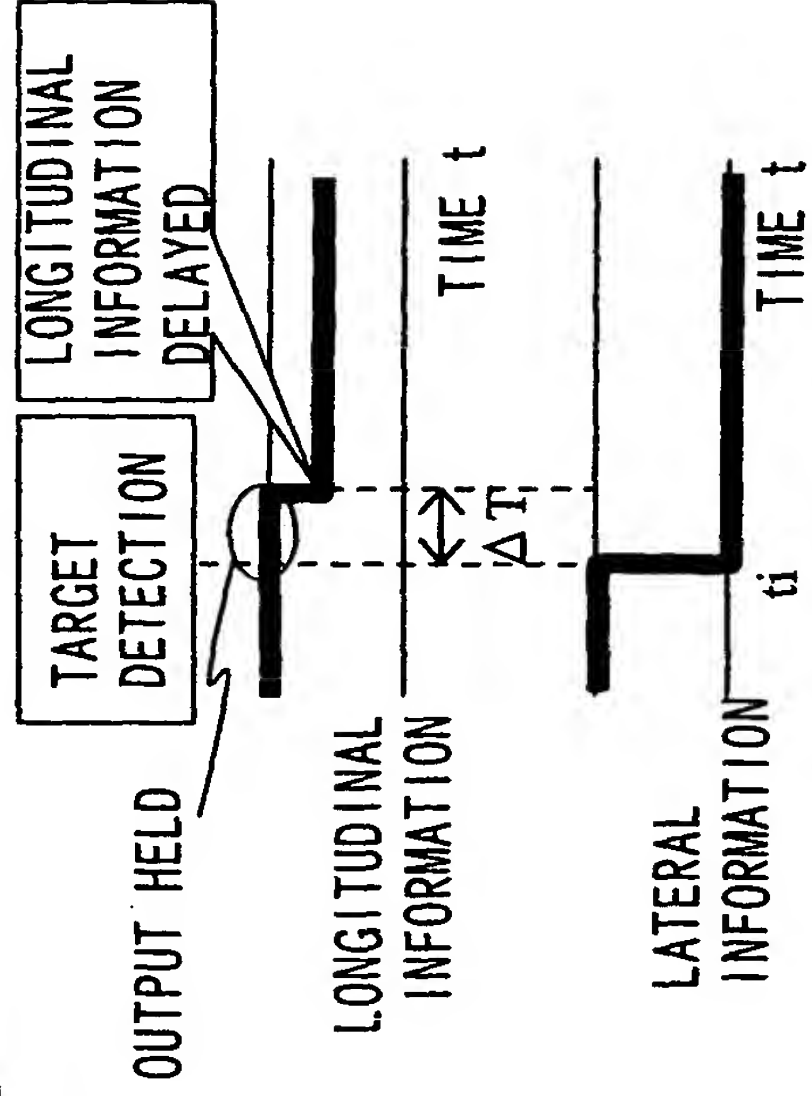


FIG. 12C

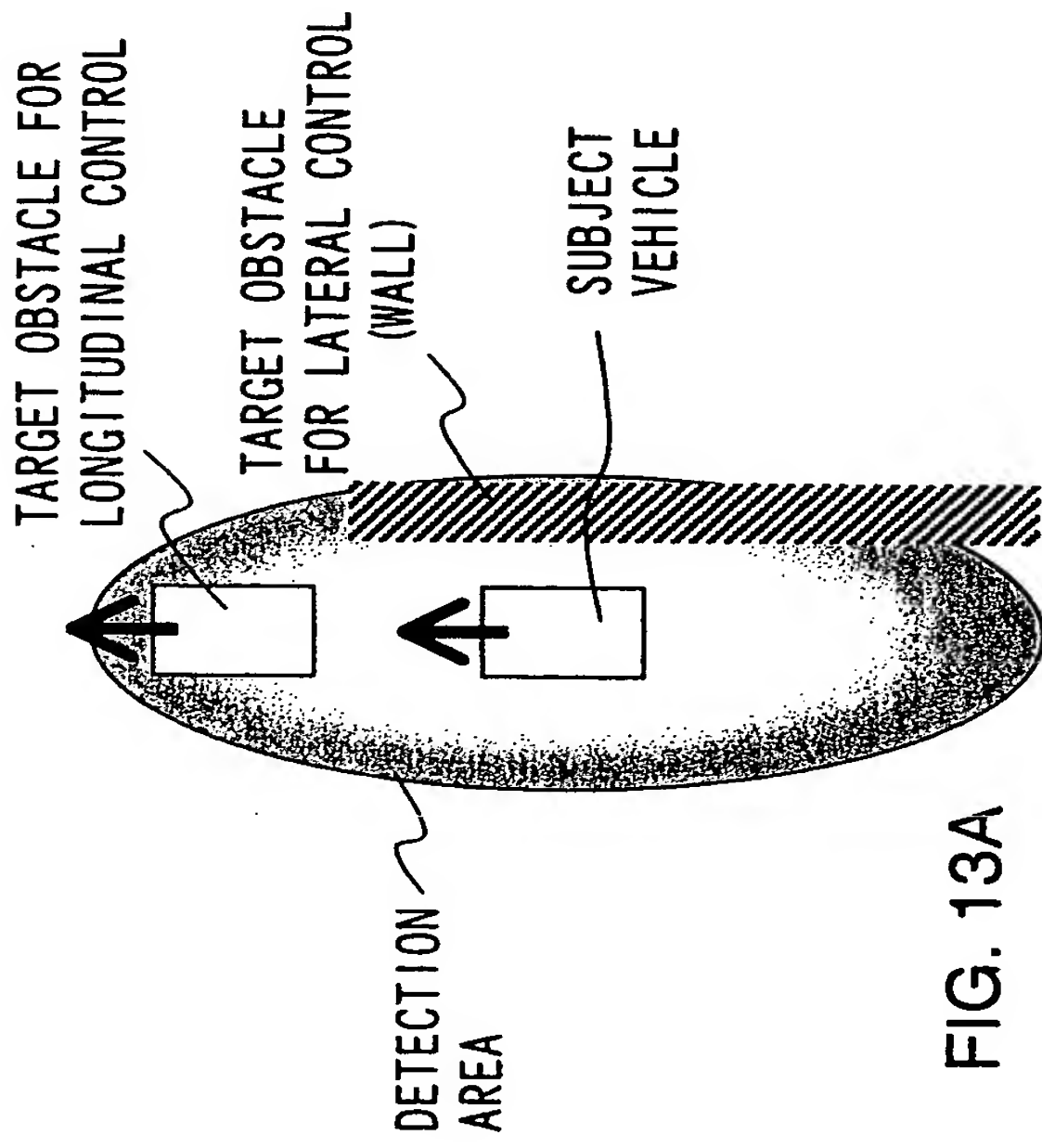


FIG. 13A

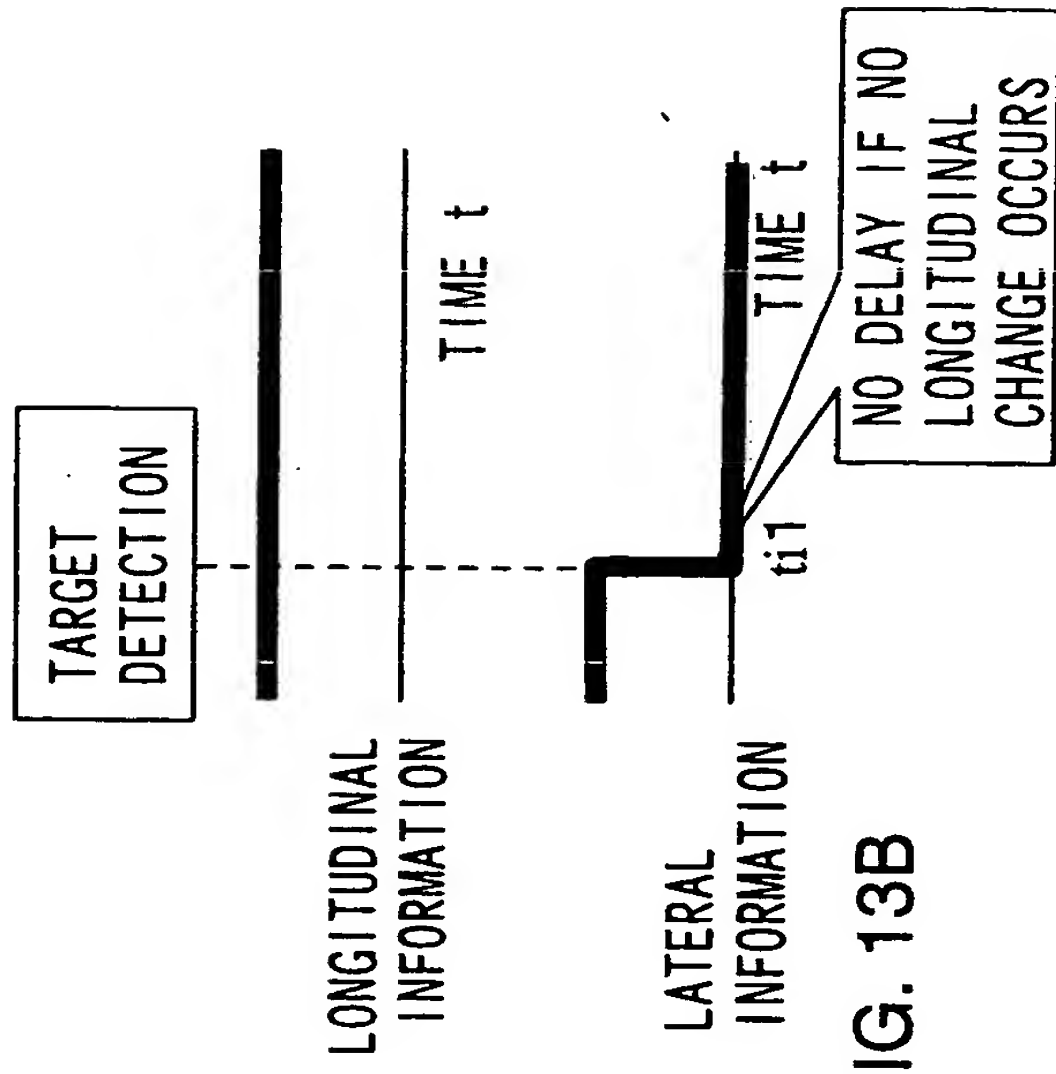


FIG. 13B

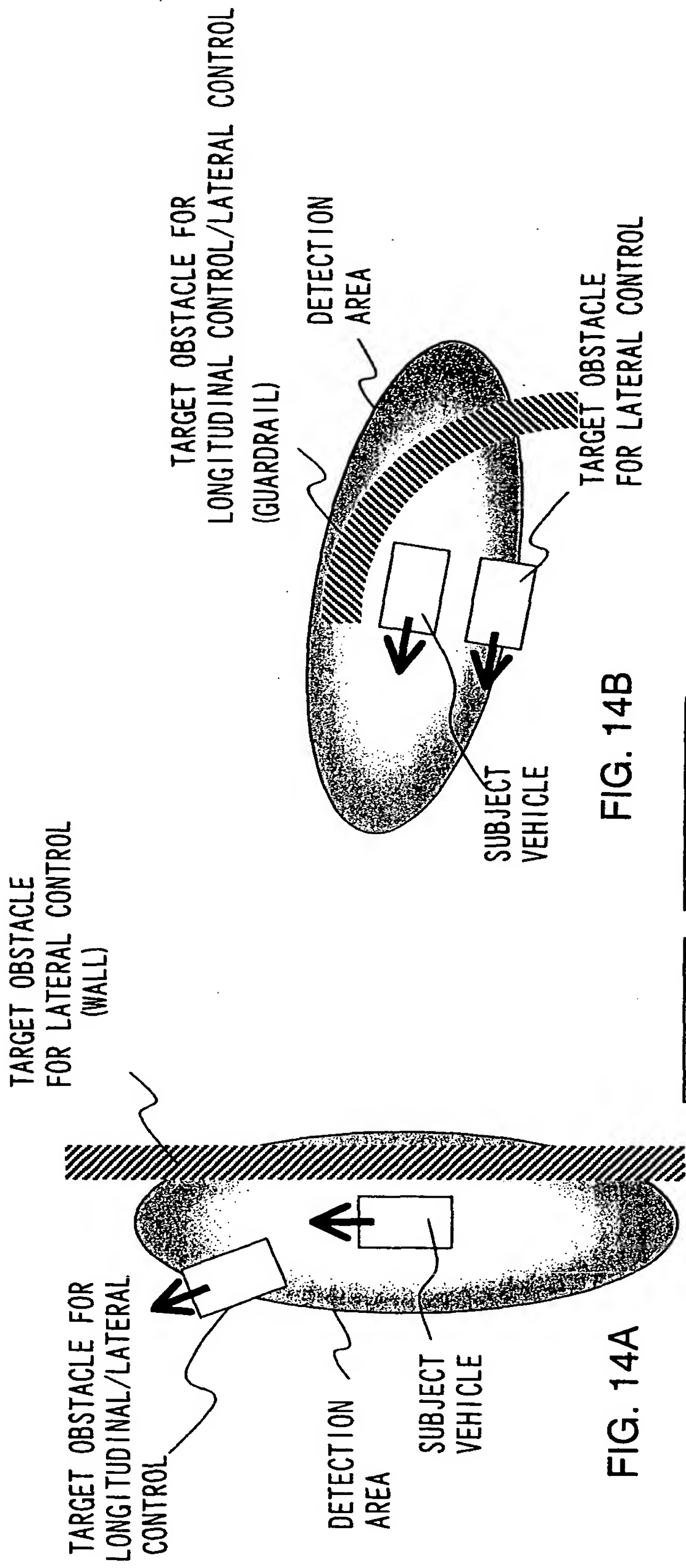


FIG. 14B

FIG. 14A

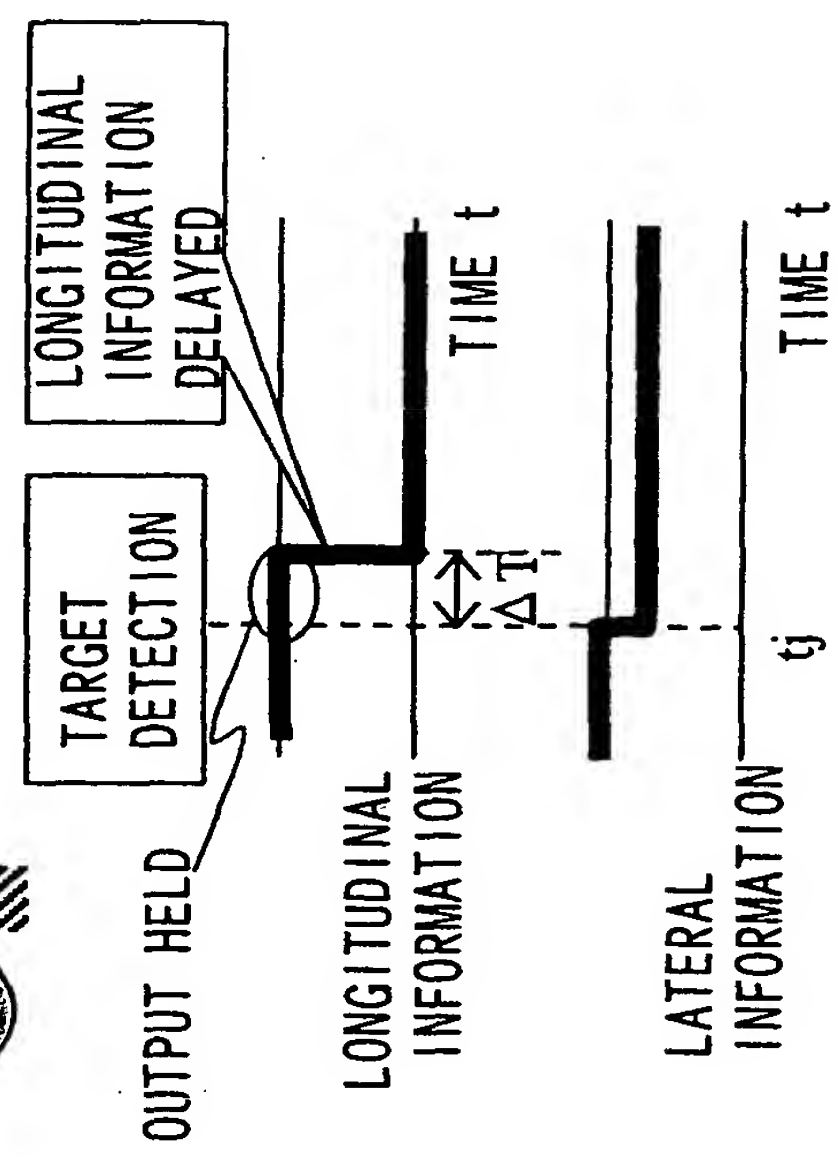


FIG. 14C

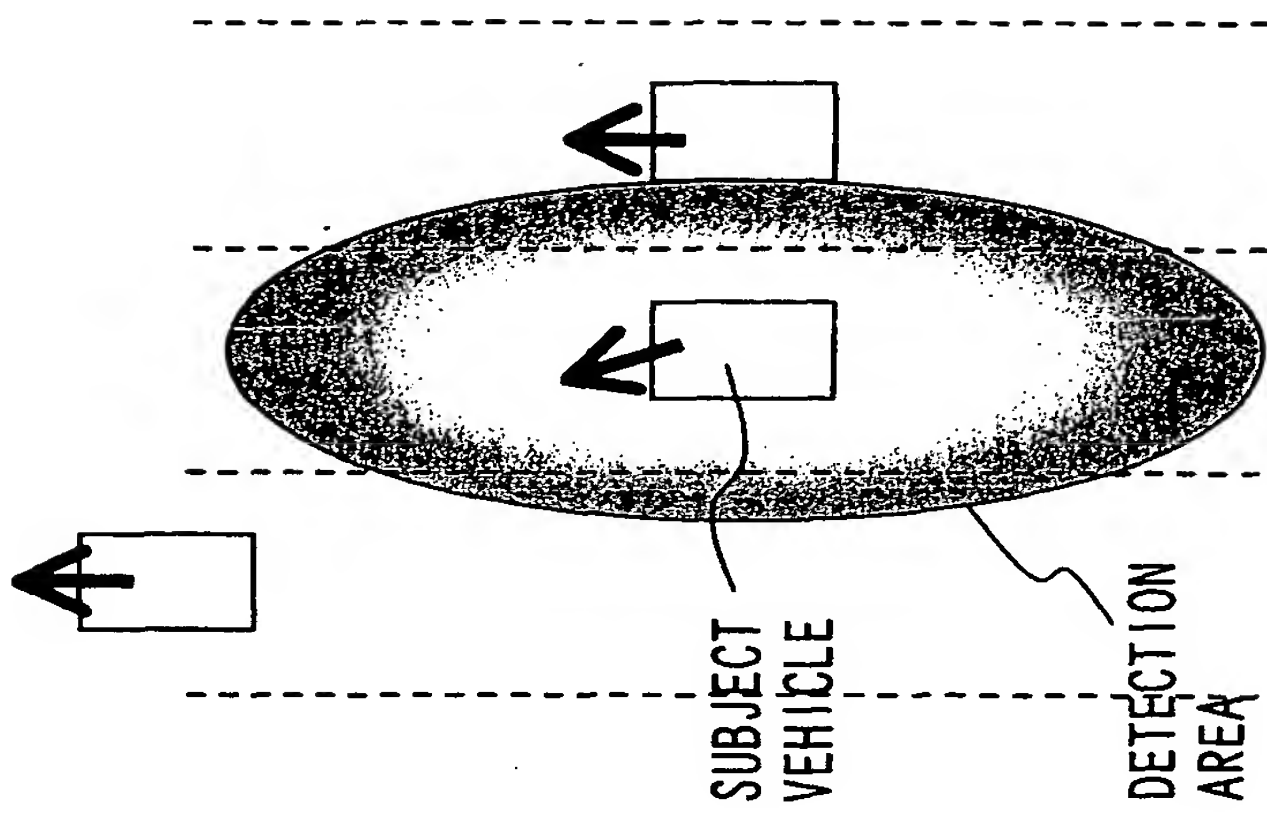


FIG. 16A

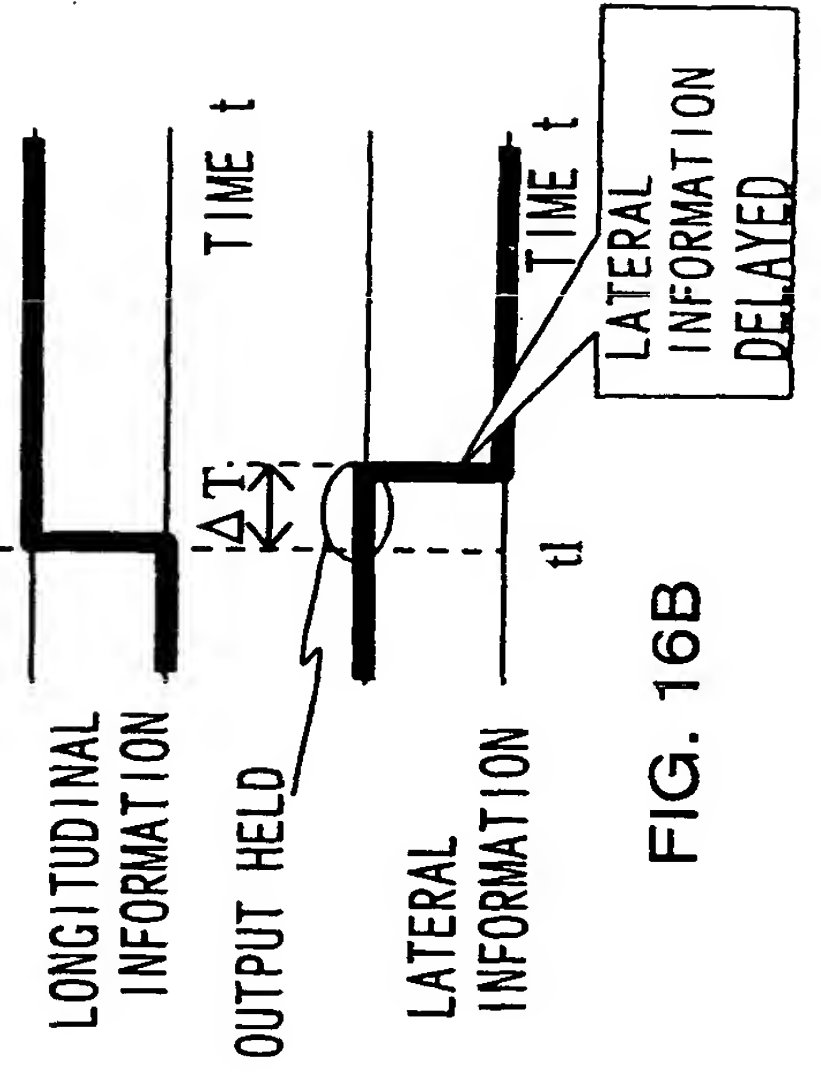


FIG. 16B

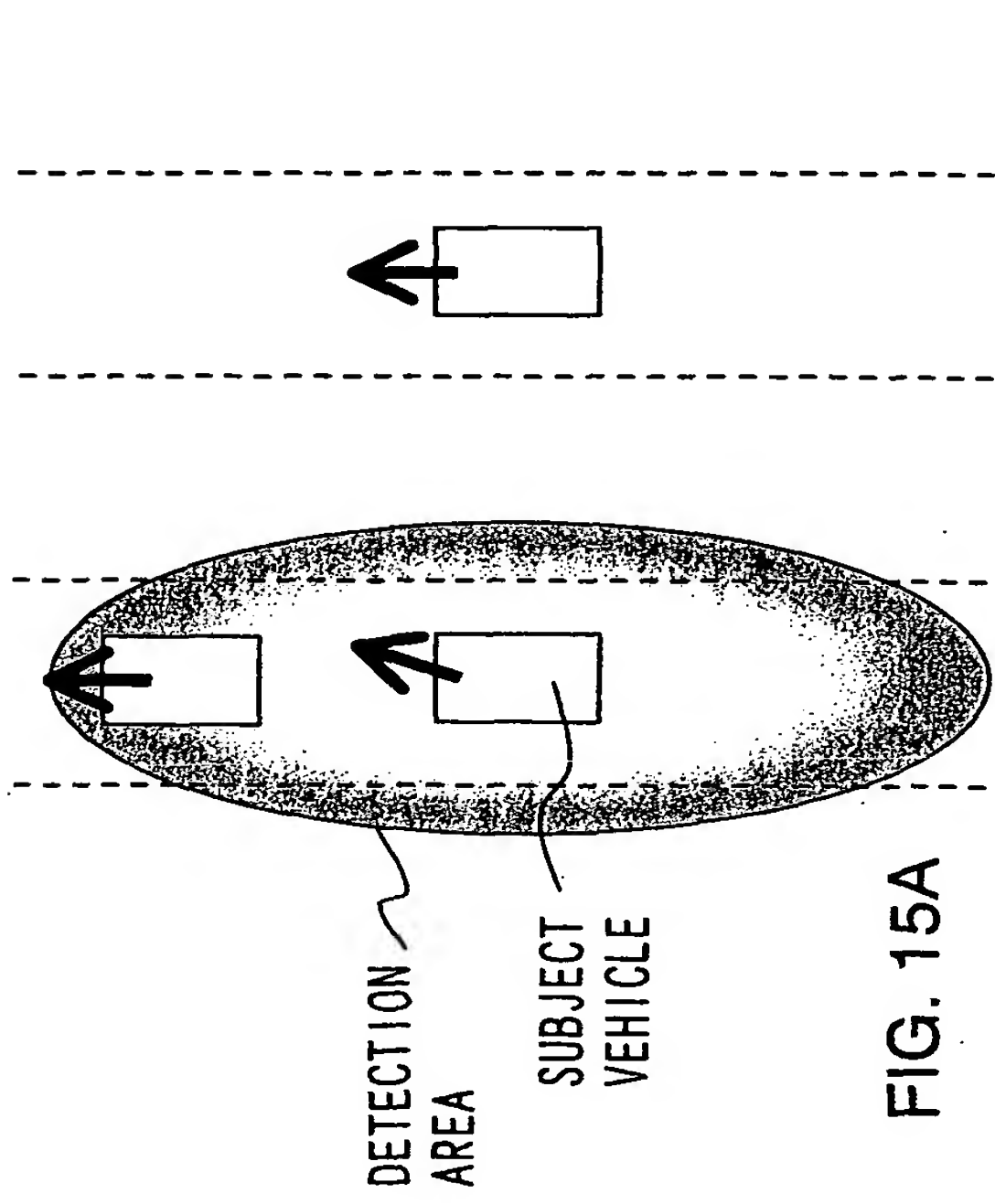


FIG. 15A

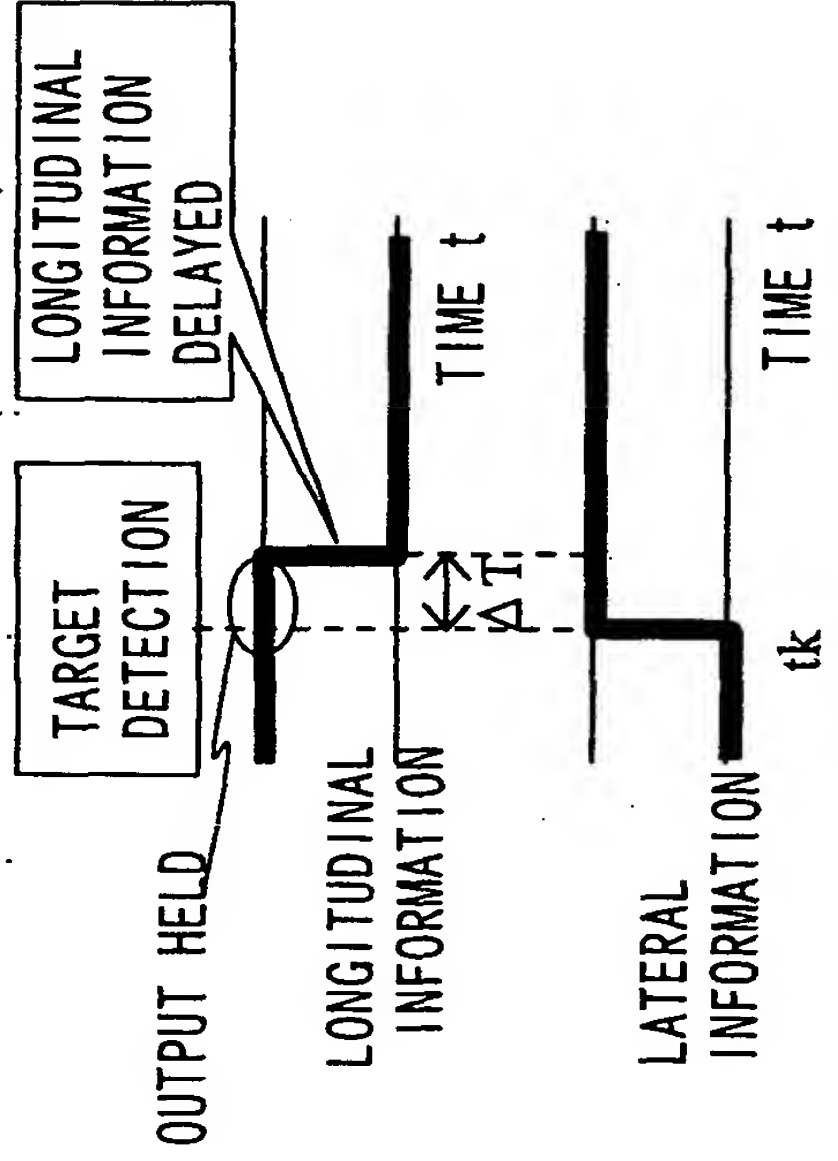


FIG. 15B

FIG. 17

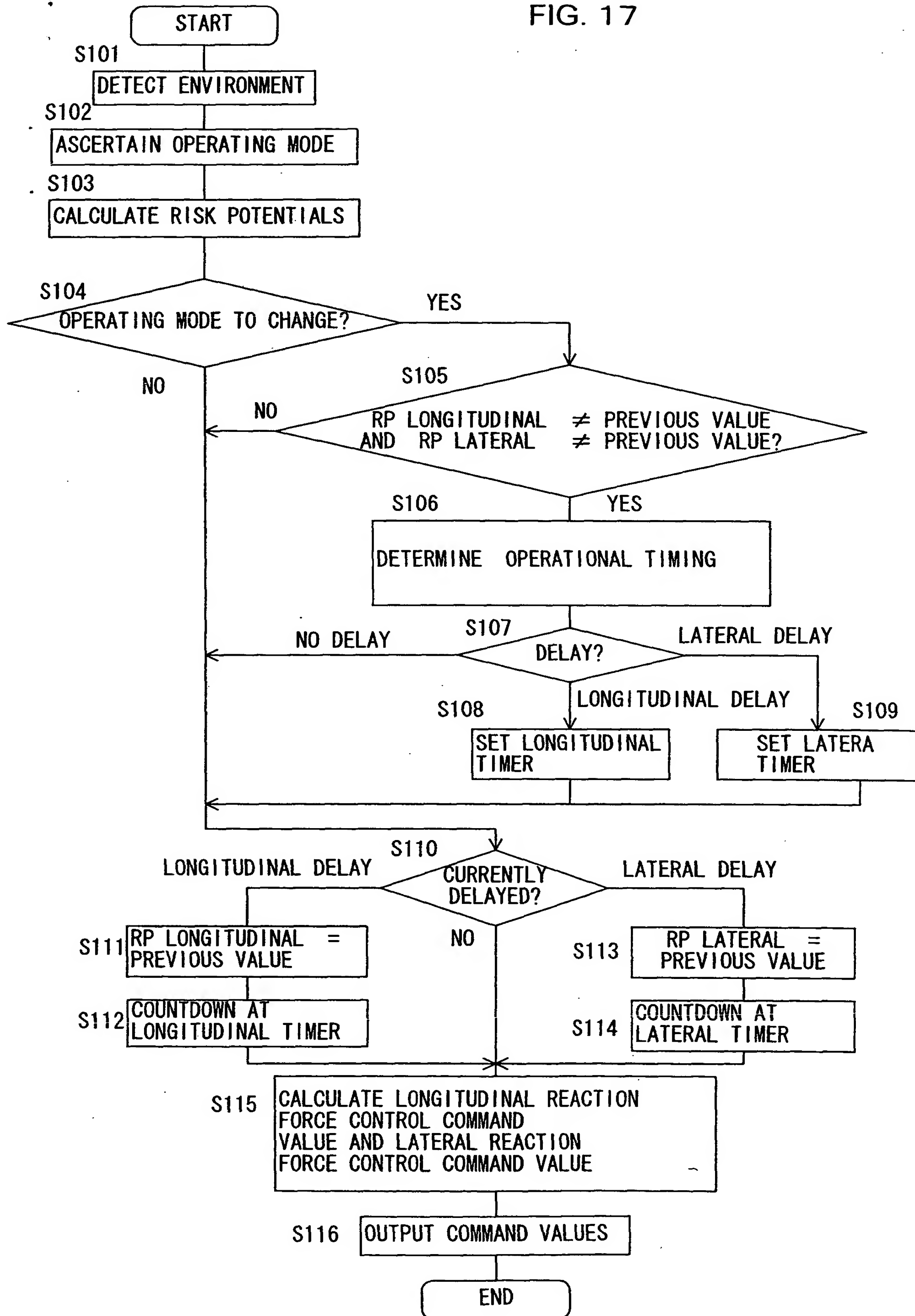


FIG. 18

INFORMATION CONVEYANCE MODE BEFORE AND AFTER STATUS TRANSITION				OUTPUT TIMING FOR INFORMATION CONVEYANCE UPON STATUS TRANSITION			LENGTH OF DELAY
BEFORE	→	AFTER		LONGITUDINAL		LATERAL	
				SIMULTANEOUS	DELAYED	SIMULTANEOUS DELAYED	
NO				○			
INFORMATION		LONGITUDINAL				○	$\Delta T$
LONGITUDINAL	→	+ LATERAL					
+ LATERAL		NO			○		$W1\Delta T$
		INFORMATION					
OTHERS				○		○	0

E

H



FIG. 19

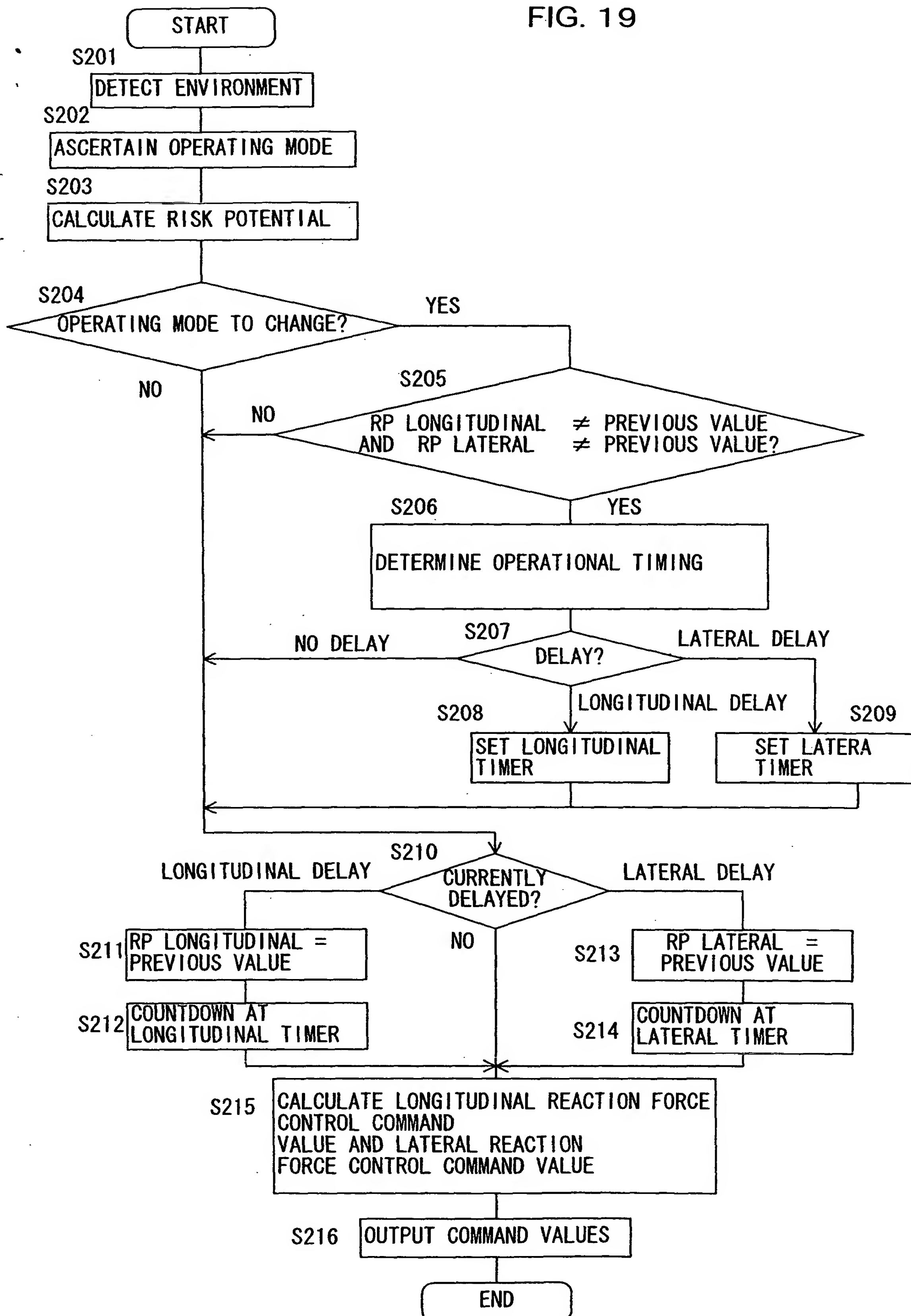


FIG. 20

INFORMATION CONVEYANCE MODE BEFORE AND AFTER STATUS TRANSITION			OUTPUT TIMING FOR INFORMATION CONVEYANCE UPON STATUS TRANSITION				LENGTH OF DELAY
BEFORE	→	AFTER	LONGITUDINAL		LATERAL		
			SIMULTANEOUS	DELAYED	SIMULTANEOUS	DELAYED	
E NO INFORMATION		LONGITUDINAL + LATERAL	○			○	$\Delta T$
F LONGITUDINAL		LONGITUDINAL + LATERAL	○			○	$W1\Delta T$
G LATERAL		LONGITUDINAL + LATERAL	○			○	$W1\Delta T$
H LONGITUDINAL + LATERAL		NO INFORMATION		○		○	$W2\Delta T$
I LONGITUDINAL + LATERAL		LONGITUDINAL		○		○	$W3\Delta T$
J LONGITUDINAL + LATERAL		LATERAL		○		○	$W3\Delta T$
K LONGITUDINAL		LATERAL		○		○	$W4\Delta T$
L LATERAL		LONGITUDINAL	○			○	$W4\Delta T$
OTHERS			○			○	0